

S-C-R-S-T  
(When Filled In)

F 9-45-85

## SENSITIVE DOCUMENT CROSS REFERENCE SHEET

Date: 23 May 1968

SOURCE/CONTACT File: Frank BARTES (New Orleans)  
SUBJECT (ORGANIZATION OR INDIVIDUAL) (Alicia Cruz BUSTILLO)  
DATE OF DOCUMENT 18 April 1968  
ORIGINATOR Services/V. Thorne  
DIVISION OR STAFF Services  
CASE OFFICER -

To: OS/Personnel Security Div., Paul M. Evans

FOR FURTHER INFORMATION ON SOURCE/CONTACT/SUBJECT, PLEASE REFER TO  
SENSITIVE DOCUMENT FILED:

CASE - OR  
(Check)  SENSITIVE DOCUMENT CONTROL NUMBER 520

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SECURITY

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SECRET  
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9-45-25

PROCESS SHEET FOR DOMESTIC CONTACT SERVICE COLLECTIONS													
FOR FIELD USE ONLY						FOR HEADQUARTERS USE ONLY							
1. FIELD TITLE	2. REPORT NUMBERS	3. FIELD CASE NUMBERS	4. CASE NUMBERS	5. AC CASES	6. AC CASES	7. FIELD CASES	8. FIELD CASES	9. FIELD CASES	10. FIELD CASES	11. FIELD CASES	12. FIELD CASES		
3.0 - 0 -	11168					01057	2113166						
F SECRET AND AREA Photographs of Fidel Castro and Other Cuban Personalities (Cuba)													
G. CONTACT (Name, Title, Organization, Address)						PO. IND. NO.	43	TYPE CODE	44	RELEASED			
Frank Bartee Cuban refugee 1608 Mason Smith Ave. Metairie, La.						A. 94585		GRAPHIC, MAPS, PUBLICATIONS, ETC. THIS OTHER		NO	LA	18	
H. SOURCE (Name, Title, Organization, Address)						ORGANIZATION NO.	45	SUBJECT	46	AREA			
Documentary						INDIVIDUAL NO.	47	1. BUREAU 2. STATE 3. MILITARY 4. POLICE 5. GOVERNMENT 6. GEOGRAPHICAL 7. BIOGRAPHICAL 8. OTHER, INDIC	48	51	52	53	54
						ORGANIZATION NO.	49	1. POLITICAL 2. ECONOMIC 3. MILITARY 4. POLICE 5. GOVERNMENT 6. GEOGRAPHICAL 7. BIOGRAPHICAL 8. OTHER, INDIC	50	1	2	3	4
I. SUB-SOURCE (Name, Title, Organization, Address)						INDIVIDUAL NO.	51	1. POLITICAL 2. ECONOMIC 3. MILITARY 4. POLICE 5. GOVERNMENT 6. GEOGRAPHICAL 7. BIOGRAPHICAL 8. OTHER, INDIC	52	1	2	3	4
						ORGANIZATION NO.	53	1. POLITICAL 2. ECONOMIC 3. MILITARY 4. POLICE 5. GOVERNMENT 6. GEOGRAPHICAL 7. BIOGRAPHICAL 8. OTHER, INDIC	54	1	2	3	4
J. METHOD OF COLLECTION						EVALUATION REQUESTED FROM:	USSR ONLY EXCHANGES (CHECK ONE)	RESPONSIVE TO SPECIFIC REQUIREMENTS					
<input type="checkbox"/> Interview			<input type="checkbox"/> Trip Report			<input type="checkbox"/> NO	OCK						
<input type="checkbox"/> Other Document			<input checked="" type="checkbox"/> Other (specify below)			<input type="checkbox"/> TO USSR							
						<input type="checkbox"/> FROM USSR							
FIELD COMMENTS						HEADQUARTERS COMMENTS							
<p>On Jan. Please return to USSR by 1 Feb 67.</p> <p>Graphics Register may or may not be interested in these pictures, all of which were taken in Cuba in October 1959. Our contact met Castro at this time because he (our contact) was using his private airplane in the search for the downed plane in which Comte Glenfayre was killed. If possible, it would appreciate it if you could have duplicates made for our contact.</p>						<p>to SM/OCK attn: Mary Memmeling DD - 25 Jan 67</p> <p>Ceb 18 JAN 1967 sl</p>							
C/R <i>PAR</i> <i>HPY</i>						Case Officer <i>PA</i> Division/Staff/Desk <i>10-17-1967</i>							
FORM 140-10 1-66-70 Obsolete previous editions						SECRET Approved for use through 1968-69 10-17-1967 3 (20-61)							

PRESENTATION FORM FOR GRAPHIC MATERIAL		29 December 1966	
<input checked="" type="checkbox"/> <small>PRINT TO BE MADE IN TRIPPLICATE WITH PROCESS SHEET ATTACHED</small> <input checked="" type="checkbox"/> <small>PRINTS IN ENVELOPE, PLASTIC CASE FILE, FOAM-BOARD FILE, OR IN PLASTIC BAG</small> <input type="checkbox"/> <small>AREA</small> <b>Cuba</b> <b>SUBJECT</b> <b>Photographs of Fidel Castro and Other Cuban Personalities</b> <small>NUMBER OF ITEMS AND CATALOGUE NUMBER</small> <small>15181</small> <small>photographs, negatives, or slides</small> <b>5 black and white glossy prints</b> <b>DATE OF EXPOSURE</b> <u>October 1969</u>		<input type="checkbox"/> <b>GIFT</b> <input checked="" type="checkbox"/> <b>LOAN</b>	
<small>CHECK CLASSIFICATION OF PHOTOGRAPHS WHEN SEPARATED FROM THIS FORM. (The classification need not be the same.)</small> <input type="checkbox"/> <b>FOR OFFICIAL USE ONLY</b> <input type="checkbox"/> <b>CIA OFFICIALS ONLY</b> <input type="checkbox"/> <b>SECRET</b> <input type="checkbox"/> <b>CONFIDENTIAL</b> <input type="checkbox"/> <b>UNCLASSIFIED</b>			
<b>BRIEF SOURCE DESCRIPTION</b> <b>Cuban refugee. Former official of a Cuban railroad.</b>			
<small>IS SOURCE APT. TO MAKE ADDITIONAL PHOTOGRAPHIC MATERIAL AVAILABLE?</small> <input type="checkbox"/> <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b> <small>MAY SOURCE'S NAME BE REVEALED TO GRAPHICS REGISTER, OCD, IF REQUIRED?</small> <input type="checkbox"/> <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b>			
<b>DESCRIPTION OF MATERIAL</b> <p>The pictures are numbered on the back in pencil in the upper left-hand corner. The subjects are identified as follows:</p> <p>No. 1 - Second from left with beard and eyeglasses, scratching his chin, Raul Chibas, former President of Western Railways of Cuba; fourth from left in shirt sleeves and dark glasses, Frank Bortes, former President of Consolidated Railways of Cuba; Castro.</p> <p>No. 2 - Seated from left to right - Frank Bortes; Rafa Lopez Fresquet, former Minister of Treasury, Cuba; name unknown, but former head of Railway Pension Fund and person who received publicity as kidnapper of racing driver some years ago.</p> <p>No. 3 - The only persons contact can identify are Fidel Castro, Frank Bortes in shirt sleeves and dark glasses, and at far right of picture, hatless and with hair mussed, Osmani Glenfuegos, holder of various posts in the Castro Government, at one time Public Works Minister.</p> <p>No. 4 - Fidel Castro, Frank Bortes in white shirt and dark glasses, Raul Chibas next to Bortes with eyeglasses and hand to beard.</p> <p>No. 5 - From left to right - Frank Bortes, removing glasses, Raul Chibas, center with hand to nose, Fidel Castro, soldier on Bortes' right is one of Castro's bodyguards.</p>			
<b>18 JAN 1967</b>			
<b>FOR HEADQUARTERS USE ONLY</b>			
<small>OO-E NO.</small> <b>21131-66</b>	<small>CASE NO.</small> 	<small>DATE FORWARDED TO OR BY OMP</small> <small>OR CONTROL NO.</small> <small>RETURN DEADLINE (IF LOAN)</small>	
<small>NITRATE FILM EXPLOSIVE CHIP BY EXPRESS UNDER SPECIAL CARRIED RELATIONS</small>			
<small>FORM NO. 121 USE PREVIOUS 1958 EDITION</small>			

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9-575

PROCESS SHEET FOR OO C COLLECTIONS											
FOR FIELD USE ONLY						FOR HEADQUARTERS USE ONLY					
FIELD OFFICE		REPORT NUMBER		C FORWARDED		CASE NUMBER		EXPIRED		RECEIVED	
68-0-10330		07204		43811X		68-00-00		00-00-00		00-00-00	
F. SUBJECT AND AREA  Railroads (Cuba)						A 94585					
G. CONTACT (Name, Title, Organization, Address or 'X' Number)  Frank Bortes, former President, Consolidated Railways of Cuba 1608 Mason South Ave. Metairie, La.						H. SOURCE (Name, Title, Organization, Address or 'X' Number)  Same as contact					
I. SUB-SOURCE (Name, Title, Organization, Address)						J. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO 1. 2. 3. 4 BELOW UNLESS RESTRICTED IN SECTION "E" →					
K. APPROVED LIST OF AGENCY CONSULTANTS						L. CHECK THIS SECTION IF RELEASEABLE MAY NOT BE RELEASED					
M. APPROVED EXTERNAL PROJECTS						O. E.		DELETE PART OF S.O.		DELETE ENTIRE S.O.	
N. NON-USIS AGENCIES FOR HIS STUDIES						X		X		X	
O. DIA						X		X		X	
FIELD REMARKS						EDITORIAL COMMENT  FILE <i>Mr.</i> CASE <i>97</i> X-REF FILES <i>JM</i>					
P. FIELD OFFICE CASE STATUS THIS REPORT RESPONSIVE TO REQUIREMENTS FROM OFFICE OR AGENCY REPORT ADDITIONAL INFORMATION WITHIN 7 DAYS						20 AUG 1984					
Q. FINAL REPORT ON THIS CASE						R. EDITOR					
S. APPROVALS						T. BRANCH - STAFF CHIEF					
L. Murray <i>Plt</i>						R. <i>1/1</i>					

FORM 25 USE PREVIOUS EDITION

SECRET

S (80-41)

## CENTRAL INTELLIGENCE AGENCY

The making, containing, dissemination, obtaining or handling of the information contained in this document, outside the authorized Defense of the United States without the knowledge of the Executive Agent, Title 16, U.S.C. Sect. 703 and 704, the transmission, or communication of which in any manner to an unauthorized person is an offense and subject to punishment by law.

S-8-C-8-8-T

COUNTRY	Cuba	REPORT NO.	OO-X 323/01853-6
SUBJECT	Railroads	DATE DISTR.	27 July 1962
DATE OF INFO.	1961	NO. PAGES	4
PLACE & DATE ACQ.	Cuba, 1961 and earlier	REFERENCES	Supplementary to OO-X 3,903,801 CD/00 Case 43811 C-RR4-50998

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen. Refugee who left Cuba in January 1961.

He was employed by Consolidated Railroads of Cuba for about 20 years.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

1. I am 46 years old and I started working in November 1940 as an office clerk in the Havana office of the Guantanamo Western Railroad Company. In 1953 I was elected Vice President of the Consolidated Railways of Cuba, the Cuba Railroad and the Cuba Northern Railroad. In February 1954 I was elected President of the Guantanamo Western and Vice President of the Cuba Railroad and the Cuban Northern Railroad. In June 1958 I was elected President of the Consolidated Railroads of Cuba and I held this position until October 1960 when the railroads were confiscated by the Cuban Government by Law Decree No. 890. I finally left Cuba on 4 Jan 61.

2. Q. Can you tell me what was the length of the main lines operated by common carriers in Cuba and what was the total length of all branch lines combined?

A. I can only speak for the mileage of the Consolidated Railways of Cuba, which ran from Santa Clara to Camaguey to Santiago de Cuba to Guantanamo. I would say that the main line and the branches combined would be 1400 plus miles.

3. Q. What weight of rail is most common on main lines? What is the approximate age of most main-line rail and are tie plates commonly used?

A. I would say the most commonly used rail is 80 lbs per yard. About 25 per cent of the main line has 125 lbs per yard. Sidings generally use 60 lbs per yard. The approximate age of most of the main line rail is 15 to 20 years. Tie plates are commonly used.

S-8-C-8-8-T

26 AUG 1964

S-YES

NOTE:  
Extracted from estimates  
concerning and  
describing

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4. Q. How many ties exist per kilometer of main line? What type of ties are used? Are ties treated; if so, in what manner? What is the average life of ties in main-line service? Can you give an estimate of the average age of ties now in the main line?

A. To the best of my recollection, there are close to three thousand ties per kilometer of main line. The ties are of hard wood but they are not treated. The average life of the ties is about 15 years and I would say that the average age of the ties now on the main line is about 15 years.

5. Q. Locate and indicate size of principal freight classification yards and other freight yards.

A. Our main classification yards were at Santa Clara, Camaguey, Moron, Santiago de Cuba, and Guantanamo.

6. Q. Locate and describe the principal repair shops for steam and for diesel locomotives.

A. We had complete repair shops for both steam and diesel locomotives in the eastern outskirts of Camaguey City. As a matter of fact, these shops are shown on the map of Camaguey City which appears on the road map of Cuba published by Esso Standard Oil, S A, in 1956.

7. Q. Locate and describe the principal repair shops for freight and passenger cars.

A. The same shops in Camaguey City were used for the repair of freight and passenger cars. The Consolidated Railways of Cuba did all of their own repairs and in addition they did work for various sugar mills in the area.

8. Q. Is any part of the system electrified?

A. No.

9. Q. Is there a division between lines operated by diesel and steam motive power?

A. No. The Consolidated Railways of Cuba had 84 diesels and six steam engines. The six steam engines were used more or less for emergency work.

10. Q. What is the number and total length of tunnels?

A. There are no tunnels on the system.

11. Q. State the number of locomotives in each major category, of diesel, steam and electric; and, insofar as possible, break the totals down by horsepower, age and country of origin.

A. As I have stated, we had 84 diesel engines and six steam engines. I do not remember the details about these but I know that some of the diesels were 1600 horsepower, some 900 and some 600 to 650 horsepower. (See OO-K-3,903,801).

12. Q. Please give the number of passenger cars and the number of freight cars.

A. I'm afraid that I cannot give you accurate figures. I know that we had over two thousand freight cars but I do not remember the exact number nor do I remember the number of passenger cars. (See OO-K-3,903,801). The "on file" material contains this information.

13. Q. Were any passenger or freight cars equipped with roller bearings?

A. Yes, some, but I do not remember how many.

14. Q. Are diesel locomotives operated in multiple?

A. Yes, but not always. It depends on the weight of the train and the grade of the line.

15. Q. Does each freight train carry a caboose on its rear end?

A. Yes

16. Q. What is the average and maximum speed of passenger trains between stops?

A. Maximum speed was 50 miles per hour and average of not more than 30 miles per hour.

17. Q. Can you give the number of employees of the common carrier railroads? Is there a seasonal variation in employment?

A. I can only speak for the Consolidated Railways of Cuba which had over 10 thousand employees. There was a seasonal variation but it was very slight.

18. Q. Can you describe the main freight haulage pattern of the railway system of Cuba? Indicate major commodities and direction of movement.

A. I can speak only for the Consolidated Railways of Cuba. The main traffic was on the Cuba Railroad and the Western Railroad of Cuba. The heaviest traffic was from Camaguey to Nuevitas. The Consolidated Railways of Cuba handled one third of the Cuban sugar crop, so that most of the traffic was from the sugar mills to the coast. However, the railway also handled cattle, rice, vegetables and oil and other commodities.

19. Q. What is the average length of haul? (This was stated in a 1952 report as 36.8 kilometers.)

A. I would say that in 1960 it was about the same as in 1952.

20. Q. What are the principal routes of passenger movement? How dense are such movements?

A. I would say to and from Havana. I would estimate that in this traffic the railroads carried about six thousand passengers per day.

21. Q. Is daily commutation a significant factor in the movement of passengers?

A. It is not a significant factor.

22. Q. Is less-than-carload movement of relative importance in the total movement of Cuban freight?

A. I would say that it is not very important.

23. Q. With respect to imports and exports, what ports are used for greatest interchange of tonnage between the railroads and ocean shipping? To what extent are these same ports or any others used for interchange with coastwise shipping?

A. Speaking for the Consolidated Railways of Cuba, I would say Nuevitas, Tarija, Ponce de Leon, Santiago de Cuba, Boqueron, Antilla, Santa Cruz del Sur, and Casilda. I would say that any interchange with coastwise shipping is insignificant.

24. Q. In what condition are the principal highways of Cuba?

A. There is only one main highway on the Island which runs practically the entire length of the Island from Pinar del Rio to Havana to Santiago de Cuba. This highway was in poor condition when I left Cuba in 1961.

25. Q. What commodities are moved by lesser transports and coastal shipping?

A. Sugar, wood and general commodities.

26. Q. What is the general pattern and direction of flow of this traffic?  
 A. From country to cities.

27. Q. What considerations determine the selection of the means of transport for the major commodities moved?  
 A. Price, time, nature of commodity, and facilities.

28. Q. What pipelines, if any, are located in Cuba?  
 A. None to my knowledge.

- end -

Lang: 547

29. Q. What are the major economic centers of the island?  
 A. Havana, Santiago de Cuba, Matanzas, Cienfuegos, and La Habana.30. Q. What is the chief port of entry?  
 A. Havana.31. Q. What is the chief port of entry?  
 A. Havana.32. Q. What is the chief port of entry?  
 A. Havana.33. Q. What is the chief port of entry?  
 A. Havana.34. Q. What is the chief port of entry?  
 A. Havana.35. Q. What is the chief port of entry?  
 A. Havana.36. Q. What is the chief port of entry?  
 A. Havana.37. Q. What is the chief port of entry?  
 A. Havana.

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PROCESS SHEET FOR OG C COLLECTIONS											
FOR FIELD USE ONLY						FOR HEADQUARTERS USE ONLY					
A. FIELD OFFICE		REPORT NUMBER		C. FORWARDING		D. SUBDIVISION		E. SUBDIVISION		F. SUBDIVISION	
6 8 4 5 6 7 8 9 10		6 7 8 9 10 11		6 7 8 9 10 11 12		6 7 8 9 10 11 12		6 7 8 9 10 11 12		6 7 8 9 10 11 12 13	
G R - 0 - 1 0 2 9 4		0 6 1 9 4		4 2 8 8 8 1		0 6 1 9 4		4 2 8 8 8 1		0 6 1 9 4	
H. SUBJECT AND AREA											
Case 42888 (Cuba)											
I. CONTACT (Name, Title, Organization, Address or 'T' Number) <i>A 94585</i> Frank Bertas Former President, Consolidated Railways of Cuba New Orleans, Louisiana											
J. SOURCE (Name, Title, Organization, Address or 'T' Number) <i>599183</i> Deleted Same as contact.											
K. SUB-SOURCE (Name, Title, Organization, Address)											
L. EXTRA DISSEMINATION CONTROL THIS REPORT MAY BE RELEASED TO S. E. S. & 4 BELOW UNLESS RESTRICTED IN SECTION "E" →		M. MAY NOT BE RELEASED		CHECK THIS SECTION IF RELEASEABLE							
N. APPROVED LIST OF AGENCY CONSULTANTS		O. K.		DELETE PART	DELETE ENTIRE	S. O.					
P. APPROVED EXTERNAL PROJECTS		AS IS		0	0	0					
Q. NON-USING AGENCIES FOR THIS STUDY		3		7	8	R					
R. USA		4		8	10	S					
FIELD REMARKS						EDITORIAL COMMENT					
S. FIELD OFFICE CASE STATUS THIS REPORT RESPONSIVE TO REQUIREMENTS FROM (OFFICE OR AGENCY)						ATTACH. NOT RETURNED TO CONTROL WITH P.S.					
T. REQUEST ADDITIONAL INFORMATION WITHIN 180 DAYS						C. 1000 D. 1000 E. 1000 F. 1000 G. 1000 H. 1000 I. 1000 J. 1000 K. 1000 L. 1000 M. 1000 N. 1000 O. 1000 P. 1000 Q. 1000 R. 1000 S. 1000 T. 1000 U. 1000 V. 1000 W. 1000 X. 1000 Y. 1000 Z. 1000					
FINAL REPORT ON THIS CASE		YES	NO	EDITOR		BRANCH - STAFF CHIEF					
S/1 LARRY <i>l.t.</i>		4	5	EDITOR		BRANCH - STAFF CHIEF					
FORM 25 USE PREVIOUS EDITION											

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## INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

This document contains neither recommendations nor conclusions of the Central Intelligence Agency concerning the meaning of the information herein. Such recommendations or conclusions, if any, are the sole responsibility of the author and do not necessarily represent the views of the Central Intelligence Agency.

C-0-N-F-1-D-E-N-T-1-A-6

COUNTRY	Cuba	REPORT NO.	OO-E 3,903,801
SUBJECT	Condition of Railroads in Cuba	DATE DISTR.	8 June 1968
		NO PAGES	2
		REFERENCES	

DATE OF INFO.	1963
PLACE & DATE ACQ.	--, Dec 63

THIS IS UNEVALUATED INFORMATION

SOURCE: Cuban citizen.

Former executive of Consolidated Railroads of Cuba who fled from Cuba in 1961.

The source of this information is normally available for further interrogation, should this report generate additional requirements.

On file in CIA Library is a copy of "Consolidated Statements of Rolling Stock," years ending 30 Jun 59 and 58, published by the Consolidated Railroads of Cuba, and a copy (in Spanish) of a statement of the condition of the rolling stock of all Cuban railroads, published by the Cuban Ministry of Transport and dated Havana, 2 Jul 63, both of which documents are referred to in the following report. - UNCLASSIFIED.

1. From time to time I have received information from some of my former employees who are still employed by the Consolidated Railroads of Cuba (which was taken over by Castro) giving me information as to the condition of the railroads.
2. The information which I have received from time to time is to the effect that because of poor maintenance, lack of spare parts and general inefficiency, the railroads in Cuba are all but inoperative.
3. I am told that this year 1967, for the first time since Castro has been holding his big meetings in Havana on May Day, he did not transport people from the country to Havana by railroad. I judge from this that the railroads were incapable of transporting large numbers of people as they had in the past.
4. I have received from Cuba a statement concerning the condition of the rolling stock of all railroads in Cuba for the fiscal year June 1962 - June 1963.
5. A comparison with the statement of rolling stock of the Consolidated Railroads of Cuba only for the years ending 30 Jun 58 and 59 (which is the last statement prepared by the company before Castro seized the railroads) will show the deplorable condition of the rolling stock.

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Excluded from automatic  
downgrading and  
declassification

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INFORMATION REPORT INFORMATION REPORT

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CO-S 3,903,801

- 2 -

6. Of course, should Castro succeed in obtaining the locomotives which he has ordered from France, the condition of the railroads will be immeasurably improved.

- end -

Lang: 547

C-O-S-F-1-3-6-8-7-1-4-4

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1. SUBJECT AND CASE										2. DATE													
Frank Bartos, Former President, Commissar of Railways of Cuba (Cuba)										10/13/63													
3. SOURCE/NAME, P.R. ORGANIZATION, ADDRESS OR 'F' NUMBER										4. DATE													
J. Douglas Singer New Orleans, Louisiana										44584 A 91968													
5. SUBJECT/NAME, P.R. ORGANIZATION, ADDRESS OR 'F' NUMBER										5. DATE													
Frank Bartos Formerly of Havana, Cuba										5-11-61													
Now of New Orleans, Louisiana										S-1 B-10-4 A# 94585													
6. SUB-SOURCES/NAME, P.R. ORGANIZATION, ADDRESS										6. DATE													
7. EXTRA DISSEMINATION CONTROL										7. DATE													
THIS REPORT MAY BE RELEASED TO L.S.A. & BELOW UNLESS RESTRICTED IN SECTION "E"										8. DATE													
1. APPROVED LIST OF AGENT CONSULTANTS										9. DATE													
2. APPROVED INTERNAL PROJECTS										10. DATE													
3. NON-USIA INSTITUTIONS FOR HIS STUDIES										11. DATE													
4. USIA										12. DATE													
FIELD MARKS										CIA INTERNAL USE ONLY													
S.L.										WH-215													
FIELD OFFICE CASE STATUS										EDITORIAL COMMENT													
THIS REPORT MEET REQUIREMENTS FROM OFFICE OF AGENT										WH-14171													
NOTIFY ADDITIONAL INFORMATION WITHIN 10 DAYS										14-F													
FINAL REPORT ON THIS CASE										YES		NO		14-F									
LARRY <i>Reb</i>					V. S. CHIEF <i>Art H.</i>					EDITOR <i>John L. Johnson</i>					BUREAU STAFF CHIEF <i>John L. Johnson</i>								
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